

Derbyshire Times.

Saturday 1st. November 1862.

Page 2 Col. 1.

Advert - By Mr. Wilcockson.

New Whittington.

To Colliery and Ironstone Proprietors.

To be sold by auction, by Mr. Wilcockson, on Wednesday the 5th. day of November, 1862, in the Wellington Hotel yard (removed for convenience of sale), a quantity of

Colliery Plant.

Consisting of 160 yards wrought iron tram railing, 6 ft.; 64 yards, ditto ditto, 4 ft.; 120 pit sleepers, 8 gin corves, 9 wallow corve, iron sinking trunk, 2 trams, 2 sets of standards and barrels, iron turn-door, 18 yards of wood air-piping, 7 ft. of curbing, quantity of punch wood, sundry lots of sawn timber for colliery purposes, large quantity of pinisons (pinions??) and tram-wheels, set of standards, tressels, etc.; coal and stone wedges, joiners and smiths tools, bellows, 50 yards of new pit roping, 150 yards of ditto, 4 sets of gin benders, joiners and plate nails, old iron, etc., etc.

Also, at the same time, will be offered a first class dog cart, nearly new, a bay horse, five years old, quiet in harness; a spring cart, and a set of cart harness.

Sale to commence at One o'clock.

J. Wilcockson, Auctioneer,
Wellington Hotel, New Whittington, October 27th., 1862.

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Page 2 Col. 1.

Advert - New Brampton Colliery, near Chesterfield.

A quantity of slack, suitable for Engines, Lime, and Brick burning, to be had at 1-0d. per ton.

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Page 2 Col. 5-6.

Charge of Embezzlement at Sheepbridge.

On Wednesday last several charges of embezzlement against Mr. John Carr, recently resident viewer at Sheepbridge Colliery, were investigated at the office of Messrs. Shipton and Hallewell, before Mr. E.G. Maynard, Esq., and G. Heathcote, Esq. Mr. Busby appeared for the prosecution, and Mr. Cutts for the prisoner. The case has occasioned great excitement in this town. Although the amount of Mr. Carr's defalcations are only estimated at about £40, the appearance of Mr. Carr, who had a salary of £200 a year, before the magistrates on such a charge, invested the proceedings with a painful interest, especially as regarded his family, of whom two sons occupy responsible positions at the colliery. The following evidence was adduced: -

Joseph Topling said - I am a clerk in the service of William Fowler and Co., of Sheepbridge. It was the custom of the prisoner to measure and give me the names of the men who did the yard work. His son gave me the names of the hewers. There were men engaged in yard work in the fortnight ending that in which the work was made up. He gave me the quantity of yards which he had measured and wrote the price per yard, leaving me to work it out in figures.

By Mr. Maynard - He had a book, but could not say whether he had the quantities down.

Examination continued - These are the cases of men requiring to be paid on the following pay day. He also gave me an account of monies which he alleged had been paid to the men at intervals during the fortnight. I have been engaged in this department of the books for the last two years. From his statement I entered them in the book that they ought to go into. The prisoner generally came with these accounts on the Monday or Tuesday of the week to which the fortnight ended. a day or two after Saturday, the 19th. of August, he came to me with his accounts, and he made a statement that £4 had been paid by him to John Mason for drifting in ironstone, and £2 to John Markham, during the previous fortnight. Mason's payment for 40 yards of colliery ironstone, at 2-0d. per yard. Out of the two sums there was deducted 1-6d. for club and 1½d. for management. It would be the duty of Mr. Edis, the cashier, to pay the monies from the entries in that book to the prisoner.

William Arkless, one of the book-keepers in the service of W. Fowler and Co.: The prisoner was the superintendent of the works, and had to make to me weekly returns of the work done by the men at the works. From his statements made I entered them in a book at the time. I find on Saturday, the 14th. of June, an item in under the name of George Johnson, showing the payment of £2-8-0d. On Monday, the 16th. of June, the prisoner would make the return to me. He gave that amount as for driving. The prisoner represented the money as being paid to Johnson at the time he gave it in. The payment is distinct from the others, and is marked in red ink "Paid by J.C." (the prisoner) 12 yards driving at 4-0d. per yard. In consequence of that entry the prisoner would be entitled to draw that money from Mr. Edis, the cashier, on the following Saturday, and to retain it by way of reimbursement. On the 28th. of June, I find an entry for £3 to George Johnson, 15 yards driving at 4-0d. per yard. On the 15th. of June the prisoner would cause me to make that entry. On one of those occasions the prisoner produced to me a small memorandum book. One of these entries is in the prisoner's handwriting in a small book at the office. On July 12th., I find an item of £4-16-0d., 34 yards driving at 4-0d. per yard. The return

of this payment was made to me on July 14th. The effect of these would be that the money would be paid into the prisoner's son's box. I received the instructions from the prisoner as money paid by himself, and the reason given would be that the men had left. This reason would not be given in all cases. The weighman has not returned to me any ironstone got by Johnson.

Mr. Wm. Edis, cashier of the Sheepbridge Works - It is my duty to make payments on behalf of Messrs. Fowler, according to the entries in these books. On the 19th. of August, 1862, I paid an entry, "Paid by John Carr", which would mean that he had paid the sums to the men. On the 16th. of August I paid prisoner £5-18-4½d., the monies belonging to Messrs. Fowler, which would appear to be for money advanced by the prisoner to John Mason and John Markham. I paid it to the prisoner on the 14th. of June. I find a similar memorandum under the name of George Johnson. I paid £3 on account of that, which would be put in the prisoner's son's box. It was sometimes paid to him personally, and sometimes put into Mr. Carr's son's box, simply because Mr. Carr had not a box. The prisoner never ordered me to put the money in his son's box. Sometimes the prisoner took the box away and sometimes his son did so, but more frequently the prisoner himself. I have never known an instance of money put into his son's box not meeting him. On the 12th. of July I found an entry of £4-16-0d., which was put into the box, and which would be taken out of the box the same day. No application was made by the prisoner about the money after the box was empty.

Cross-examined by Mr. Cutts - It is the custom for men to come every day for work. They don't always come to the office - only sometimes the men are put on without our knowledge. It is the imperative duty of the person putting them on to give them a copy of the rules. Some of the men may stay only a few days, but their names would appear in the books, or they would not get paid.

Mr. Cutts: There are four distinct charges against the prisoner for obtaining money, some of which have been put in his son's box. Can you charge your memory to say which of those payments have been made to him personally?

Mr. Edis - I will swear the £5-18-4½d was paid to him personally.

Mr. Cutts - I don't want to surprise you, but can you swear positively that you paid him that amount?

Mr. Busby - He has sworn that positively.

Mr. Cutts - Now, Mr. Busby, don't put words in the mouth of the prosecution.

Mr. Maynard - Were any monies paid to Mr. Carr by anybody else?

Mr. Edis - Not lately. The prisoner has no box because he was not paid as an ordinary workman.

Mr. Busby - Had you any check in the office against Mr. Carr? - No, Sir.

Mr. Arkless recalled.

Mr. Cutts - Is it possible that 20 yards at 4-0d. might be entered in the books as 40 yards at 2-0d.?

Witness - Yes, Sir.

Mr. William Fowler - I am one of the proprietors of Sheepbridge Works. The last three witnesses have correctly stated what have been the payments to the prisoner, who was in my employ in May, June, and July last, and some time previously. He was paid by a quarterly salary, without its passing through the books fortnightly. He was chief manager of the colliery at Sheepbridge, and held the position of resident viewer. His duty was to ascertain the amount of work the men did and return it every fortnight to the office to the book-keepers (the witness who have been called), and from that account the men would be paid on the following Saturday. It was an irregularity for him to make payments to the men before the pay day, and he had no authority to do so. If he did so he would be reimbursed by rendering an account to the book-keepers on the following Saturday. It was part of his duty that when men were employed, to see that they signed the rules. A man ought not to have employment without previously signing the rules. The prisoner had the charge of the book in which the signatures were contained in his own office. I have examined the book, to see if it contained the signatures of these men, but I cannot find them in the book, neither Johnson, Mason, nor Markham. It was the duty of the prisoner to see that each man signed the book before he went down the pit to work. We had no check against the prisoner's word for these advances which he said he had made, as he was a person in whom great confidence was reposed. There is one bed of ironstone peculiar to that locality, called "conglomerated" ironstone, chiefly from its being imbedded in solid rock. The other ironstone is that found in the shale. Each bed is divided into different workings. The ironstone embedded in the coal is got with the coal, and taken out of the pit after the coal. The other ironstone is got by independent workings. About March or April last there was a stoppage in the getting of the "conglomerate" ironstone, which was got by separate and independent work. The work was only resumed a few weeks ago. During the stoppage of that work there could not be any quantity of driving done, as it was contrary to my orders. If men had been driving they would in driving have got quantities of ironstone which would have been checked by the weighman. I do not find any entries of ironstone got by Johnson, Mason, or Markham. In consequence of my attention being directed to these entries, I had an interview with the prisoner. I had given Mr. Carr notice to quit the service of my firm a day or two before the quarterly salaries were due. I said to Mr. Edis: See that all matters between Mr. Carr and myself are squared up, that we may have nothing unsettled with him. Mr. Edis then said: I wish to name a circumstance about which I don't feel very comfortable. I said: What is it? He replied: Mr. Carr has stated that he has paid men money on account. He (Mr. Edis) said he had told Carr that I had complained about it. Mr. Carr then said: Oh, if it comes to that, I'll cross it out. I have lost many pounds before and I suppose I must lose this. I said to Mr. Edis: Look out all the sums that have been paid by Mr. Carr. The next morning Mr. Edis handed me a list of the names of the workmen and the amounts which Mr. Carr had said he had paid and which should have been entered, but could find no such names in the book. I then sent for Mr. Carr. I said to him: I want you to give me a little information relative to the Government rules. I said: Are there any men at the present time who have not signed the rules? He replied: I didn't know of one when I left the service of the company. He had left about ten days before that. I said: Do you think that any men have ever escaped you? He replied: Sometimes a man has got in four or five days before I discovered him, but this is very rarely the case, and I always find them out. I then said: There is a matter here which I wish you to explain to me. There are a number of parties to whom you appear to have advanced money, and I don't find one name in the books of rules. He seemed very much agitated, jumped up and turned the books over, and said: I don't know how that can be. He said sometimes they may have been in a week or two without my knowledge. I then rejoined: There is one man, George Johnson, who appears to have received money from you on three separate occasions, and that man must have been in the pit six weeks - three separate fortnights. I said: Is he in the pit now? He said: No. I said: There are two other parties, Mason and Markham - are they in the pit? He said: "No" but added that sometimes men go by fictitious names. I said: That would make no difference, as you would know the man by the name he gave you. I said: If this is a straightforward transaction you would be able to explain it, and I must have the matter cleared up. He went out of the room, and returned and said: "Well, you had

better stop that money from me". The amounts were £27 odd. I said: What do you mean? He said: You had better stop it out of my salary. I said: That is not the way to settle a matter of this kind - it is a question of honesty. He said: Well, if you hand me, I can do no more. I hope you will stop the money and say no more about it. I said: We will say no more about it. You place me in a painful position. I will see you again. I sent for him the next morning, and when he came into the room he said: I think I shall advertise for those men. I said: Well, Mr. Carr, if you can find the men and show that you have paid the money honestly, no one will rejoice more than I shall; but, I said, we find some other names, and they are not in the book. There is a man of the name of Winter - is he in the pit? He said: Yes.

Cross-examined by Mr. Cutts: It is the prisoner's duty under the Government rules to see that all men employed signed the rules; he told me it was his duty to see that all signed. I don't know that we have any men but those who have signed in the pit. No one had anything to do with getting the rules signed but the prisoner; I left it entirely to the manager. Drifting would be unnecessary in getting the iron where it is not got separately from the coal. Where coal and ironstone are got together, I believe the drifting would, as a matter of book-keeping, be charged to the coal. The payments for drifting for ironstone would appear in the books as drifting, driving, or yard work. At the interview I have spoken for the prisoner was not in our employ. I had for some time contemplating discharging him. I wrote him a letter that he must leave at the end of a week, receiving a quarter's salary in lieu of notice, and another letter afterwards, after having received his explanations I afterwards recommended him to Mr. Hedley. But for Mr. Hedley I would not have kept him so long. The substance of our conversation is strictly as I have stated it. The object of advertising for the men was, as I understood it, for the means of producing the men. The prisoner did not say at this interview that he had anything on his conscience heavier than what had been spoken of; he did not refer to the colliers' weights. Our conversation had only reference to the prisoner's desire to avoid publicity, and particularly that I would not mention it to Mr. Hedley. There was afterwards a correspondence, and in a few days I received a letter from you threatening proceedings for his salary, which proceedings have been taken by a writ.

Mr. Cutts said if it was the intention of the Magistrates to commit, he should not offer any evidence in explanation of the charge, to which he had an answer.

Mr. Maynard said Mr. Cutts must take his own course, but they should commit the prisoner.

The prisoner was then committed for trial, and bail was accepted.

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A New Mode of Recovering Debts.

Thomas White, of Ashover, blacksmith, was charged by Robert Shore, of Clay Cross, colliery owner, with stealing a mare pony, his property, on the 24th. instant. It appeared that the complainant owes the defendants father and his partner some money for the hire of an engine. The defendant took the pony out of the stables of Milnes, of Clay Lane, on the night in question, and took it to Ashover. The Bench informed White that he had done wrong, and advised the parties to settle the matter by the defendant paying costs and restoring the pony.

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Dreadful Accident on the South Yorkshire Coal Railway.

On Wednesday afternoon, a calamitous accident happened on the above line, by which coal is conveyed from Silkstone and the neighbourhood onto the South Yorkshire line. As Mr. James Russell, of High Royd Hill, Hoyland, and his brother Mr. George Russell, of Upper Hoyland, were proceeding homeward from Barnsley market in a horse and gig; when they approached the crossing of the South Yorkshire Coal Railway at Worsborough Bridge, a train was coming along. The gate keeper, a man with one leg, hastened as well as he could to close the gate; but the horse of Messrs. Russell, which was possibly frightened by the railway engine, could not be held in. The keeper had not, it seems, the opportunity to close the bolts before the horse was upon him; the gates flew open, and just at the moment when the horse and gig were crossing the rail the train came up. Mr. James Russell was killed on the spot; his brother was so dangerously injured that his life is despaired off. The gate keeper is said to have lost his remaining leg and one arm. Mr. James Russell is one of the oldest reformers in Yorkshire. He took a part in the election of 1807, and was chairman, we understand, at the great County Meeting at York, prior to the passing of the Reform Bill.

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Page 3 Col. 4.

Stealing Coals.

George Cote, brick-maker, was charged with stealing a quantity of coals from the brick-yard of Mr. W. Lloyd, builder and contractor, at Newbold. Mr. Lloyd said the prisoner had the management of a brick-kiln of his at Newbold. He never gave him leave to take the coal. Constable Naylor said he was on duty on Whittington Common about two o'clock on Friday morning, when he saw the prisoner take a lump of coal from Mr. Lloyd's brick-yard to his own house. He asked him what he was going to do with the coal, when he said Mr. Lloyd had given him permission to take a bit of coal whenever he wanted. He ascertained from Mr. Lloyd that this was untrue. The prisoner pleaded guilty and was committed for 14 days to hard labour.

Derbyshire Times.

Saturday 15th. November 1862.

Page 4 Col. 4.

New Whittington - Robbery.

During the night of Wednesday last, some persons entered an engine-house connected with an ironstone pit, the property of Messrs. Fowler and Appleby, and stole all the brasses from the engine, which was thrown so much out of repair that the workmen on Thursday morning were compelled to return home again, the engine being totally unfit for work.

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Page 3 Col. 1.

Colliers Leaving Service.

Mr. William Ridley Moody, manager at the West Staveley Colliery, charged Amos Smith, Isaac Carlin, and John Jones with leaving the service of Messrs. Bainbridge and Brothers, at New Whittington, on the 17th. instant. Mr. Busby appeared for the complainants. William Marsh said: I am clerk at West Staveley Colliery. I produce the signatures of the prisoners. I gave each of them copies of the rules when they contracted, which was on the 10th., and 21st. of last month. William Holt said: I am underground bailiff of the West Staveley Colliery. Yesterday and the day before none of the prisoners came to work. They were at work on Saturday, and did not complain of illness, nor did they send word on Monday and Tuesday that they were so. They drew their pay on Saturday last. Mr. R.W. Moody proved the same facts as the last witness, and said he did not give them leave of absence. Jones was discharged, and the other two were committed for 14 days, with hard labour.

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Page 4 Col. 4.

Eckington - Boiler Explosion at a Colliery.

On Saturday morning the colliery of Messrs. J. and G. Wells, at Bramley Moor, near Eckington, was the scene of a terrific explosion of a boiler. Near the pit shaft are erected the boilers, one of which works the drawing of coal from the pit, whilst the other has an engine attached to it for the purpose of working the tramway from the pit to the coke ovens, a distance of nearly half a mile; and this latter, about ten o'clock on Saturday morning, burst with a fearful noise. One end of the boiler was hurled a great distance into a field. The main body was lifted from its bed and driven with great violence against the bottom of a chimney which was near, 30 yards high, through which it passed, and finally reared up on end and fell against the engine house. The chimney when struck, immediately fell with a loud crash, and the flying debris caused by the explosion presented a fearful sight. Fortunately at the time there was but three men on the pit-bank except the engine driver, who were in their engine houses. Neither of them, however, was hurt. Two of the men on the bank are both injured though not dangerously. They are both banksmen, John Dowlan, of Marsh Lane, and Joseph Allen, of Ford. Dowlan's escape from instant death was wonderful. He had left the pit-bank for the purpose of going to the boilers when the explosion took place, and the main part of the boiler struck against the engine house it caught him by one shoulder and pinned him fast in the building. The boiler had to be prised up before he could be released. The other engine-man was struck by the flying debris in the back. He cried out and then ran some distance from the place. The escape of the third was most miraculous. He threw himself down on the ground behind a corve, and escaped unhurt. Both the wounded men were conveyed home, where they are progressing favourably under the care of Messrs. Howard and Russell, surgeons, of Eckington. Strange to say, the second boiler, which was brought alongside the one which exploded, is scarcely moved although the partition wall is scattered far and wide.

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Page 2 Col. 5.

Help for Lancashire - Sheepbridge Iron Works.

We have no doubt many plans will be suggested at the meeting tomorrow for this object, it is desirable that every possible aid shall be brought to bear, not only to raise the subscription, but to make the help as continuous as we feel the necessity is likely to be. Mr. W. Fowler recently issued a handbill amongst the numerous workmen of the above establishment, briefly stating the necessity of the case, and proposing that subscriptions should be made on the ensuing eight fortnightly paydays (which comprise the winter months) promising that the Company will add an equal sum to the amount of the subscription. A committee comprising the Revd. Mr. Bolton, Mr. Fowler, and the heads of the departments of the Works, was appointed to superintend the disposal of the sums subscribed, and we are glad to learn that no less than £25 a fortnight is likely to be thus contributed. This is not the only cause we have noticed where employers and employed are working together on behalf of the sufferers from the cotton famine, and we should be glad to see the example extensively followed in our large manufactories.

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Page 2 Col. 6.

Joshua Cadman v. James Addy.

The claim £1-14-0d. for wages earned at a colliery of which the defendant is proprietor. Mr. Busby, for the defence, said his client had found plaintiff with props, for which he had not paid: he was, therefore, unentitled to any wages. This fact being fully proved by the rules of the colliery, His Honour gave judgement to the defendant.

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Page 2 Col. 7.

Whittington - Leaving Service.

Bainbridge and Company, of the West Staveley Colliery, charged Albert Hibbert, Abraham Thomas, George Oldfield, and John Marsden, with leaving service. Mr. Busby appeared for complainants. W. Marsh, a clerk at the works, said: I produce the contract book, signed by the four defendants, agreeing to give or take 14 days notice before leaving. They signed it in my presence, and I gave them each a copy of the rules. William Holt said: I am underground steward. Neither of the defendants were at work yesterday. They had no leave to stay away from work. William Moody: I am manager of these works. I saw the defendants sign these rules. They were all at work on Saturday last. They did not come to work yesterday. They had no leave to stay away. They were ordered to return to work and pay 11-6d. each, to be deducted from their wages.

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Page 3 Col. 1.

Derby - A Fashionable Excursion in a Coalpit.

Lady Edith Abney Hastings, accompanied by Miss Eden, the Hon. E. Monson, Col. Clifton and Mr. Jermyn, visited the collieries belonging to the Marquis of Hastings at Moira, near Ashby-de-la-Zouch, on Thursday last. Her Ladyship and party went down the shaft of the Hastings and Grey Newfield, which is about 100 feet deep. After remaining underground for nearly 2 hours they returned to the surface. The news of Her Ladyship's visit having meantime transpired, a crowd of colliers, amongst whom the Lady Edith is deservedly popular, assembled and cheered her heartedly as she emerged from the shaft, and seemed much gratified by the interest of Her Ladyship in their labours.

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Page 3 Col. 2.

Matlock.

A melancholy and fatal accident occurred to Mr. Solomon Carding, Matlock Bridge and Masson Hill, on Friday afternoon last. The deceased, in company with his son, had gone to a mine to get red ochre, and whilst so engaged a quantity of earth fell on him, completely burying him. He son escaped with some slight bruises. Immediate assistance was rendered by a man named Francis Young, and on removing the earth the deceased was found lying on his face, life being quite extinct. He was conveyed home, and an inquest was held on his body at the Crown Inn, Matlock Bridge, on Saturday morning, before Mr. Brookes, when the jury returned a verdict that deceased came by his death through being suffocated by a quantity of earth falling on him.

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Page 3 Col. 4.

Frightful Colliery Explosion - Great Loss of Life.

Newcastle, Saturday. - This morning intelligence reached Newcastle that a fire had occurred at Walker Pit, and that a number of men and boys down at the time were supposed to have fallen victims. On proceeding to the spot, the report was found, alas!, to be too true as to the nature of the accidents, though the loss of life has not been so great as was at first anticipated. The Walker Pit is situate about three miles to the east of Newcastle, and is worked by means of two shafts, the Ann and Jane, the former of which is the downcast and the latter upcast, - the two shafts being situated about a quarter of a mile from each other. About 200 men are altogether employed at the colliery. On Saturday morning, at two o'clock, a shift of men and boys about thirty in number, went down the pit. At six o'clock, Charles Robson, the banksman, heard a "rush" in the Ann shaft, giving out indications that a fire had broken out in the workings. He immediately conveyed information to Mr. Cole, the resident viewer, who, with Mr. Edward Robson, the head overman, were at once on the spot, and went down the shaft to see the extent of the injury, and for the purpose of rendering the necessary assistance to the poor fellows entombed below. In a very short time between thirty and forty workmen appeared at the pit mouth, and volunteered their services to assist in rescuing their fellow workmen from their perilous position. By seven o'clock, their labours were so far rewarded by being able to send twelve men and boys to the top of the bank alive, though all more or less suffering from the effects of the noxious gases evolved by the firing of the workings. About seven o'clock T.J. Jobling, Esq., the head viewer, and Dr. Atkinson, of Wallsend, together with Mr. Cole, son of the resident viewer, descended the shaft for the purpose of rendering what assistance they could. Up to the time of writing, the following men and boys still remained in the workings. the first three are known to be dead, and it is only to be feared that the rest have met a similar fate: - William Burrell (boy), dead; James Haswell (man) dead; John Holt, rolleyman, dead; Thomas Kenny, deputy; Martin Farmin, deputy; Wm. Barnes, deputy; Joseph Forman, hewer; George Watson, wasteman; George Mitford (boy), driver; George Barnes, stoneman; John Mitcheson, stoneman; Thomas Miller, hewer; John Moore, hewer; John Elderton, hewer; Thomas Atchison, hewer, and John Atchison, hewer, the last two brothers.

The fire is supposed to have originated in the workings about a mile to the north of the Ann shaft, and just under the railway line; and it is imagined - although not definitely known - to have been caused by a blast having been fired by one of the workmen. The workings, partitions, and air- courses of that part of the pit are all completely destroyed. In the course of the forenoon, Mr. M. Dunn, Her Majesty's Inspector of Mines, visited the scene, and at once descended the shaft. Between one and two o'clock he and Mr. Jobling returned to bank with intelligence confirmatory of the number of men yet in the pit. They had also ascertained that the stables had taken fire, and that ten horses and 24 ponies, the whole number down below, had been burnt to death.

Walker, Saturday, 3 p.m. - It being pay Saturday, not so many men were employed as usual, the number being restricted to about thirty at the utmost. These were engaged in what is called "shift work", in order to make their shift up. The survivors state that the accident occurred in the main air course, where they were engaged in blasting a stone ???ble, about 350 yards south of the shaft. The explosion is supposed to have been caused by a blower of gas coming in upon them. Some portion of the men were at work at the coals in the north-west portion of the mine; the others were employed at stone work and repairs. The whole of those employed at the

stone work have been sent up alive, whereas the other poor fellows engaged at the coals are supposed now all to be dead. the former - according to the description given by one of them - were working at a distant part of the mine, and at the time of the explosion felt a rush of air, and were thrown violently to the ground. During the whole of the day relays of men have been set down to explore as far as possible, but have been unable to penetrate the atmosphere of noxious gas which envelopes the seat of the explosion. Some delay will, therefore, have to be experienced in reaching the remaining bodies, consequent upon the exploring party being compelled to "brattice" their way in, ere they can get at their unfortunate companions. The labours of the men, so far, have resulted in ascertaining the sad fact that four more of the above list have been found dead, so that there is too much reason to think that the others will now have to be numbered amongst the lost.

Walker, 4 p.m. - The greatest excitement prevails in the neighbourhood of the pit, crowds of persons having been congregated round the mouth of the Ann shaft, where the operations are being carried on with animation, to hear tidings of the missing men. Numbers of people from a distance are also hear - some from curiosity and others with the benevolent intention of rendering all the aid in their power. Among the latter may be mentioned Dr. Davidson, of Seaton Delaval, who was at the head of the medical staff at the Hartley catastrophe. He happened to be passing in the train, hearing of the sad calamity, he instantly alighted, and has been in constant attendance, rendering his invaluable assistance to the wants of survivors, also to the gallant band as they arrive over and over at bank, who have in the most praiseworthy manner come forward to the rescue, if possible, of their comrades. We also noticed M. Dunn, Esq., Her Majesty's Inspector of Mines; G.B. Forster, Esq., head viewer at North Seaton Colliery, who also took a prominent part in connection with the Hartley accident; T.Y. Hall, Esq., of Newcastle, &c, &c. Owing to the delay necessarily caused by the bratticeing operations, it is feared that the remainder of the sufferers will not be reached before midnight. Meanwhile stretchers have been sent down the shaft to be in readiness for the conveyance of the bodies to the bottom of the shaft preparatory to sending them up. At the joiner's shop, too, the workmen are engaged in the melancholy duty of making the coffins for the reception of the bodies upon their being sent to bank.

Walker, Sunday evening. - During the remainder of yesterday the necessary operations for restoring pure air to the workings were prosecuted with vigour, so that by about ten o'clock last night the workmen employed had been able to get to and ascertain the sad fate of the last of those known to be in the pit at the time of the explosion. The first of the bodies were those of the onsetter (Haswell), the rolley- way man, and the boy (Burrell), lying near the bottom of the shaft. Next in order were those of four of the hewers, in the west boards; then four more hewers in the west broken, near to where they were working, while a little further on lay the body of the boy Mitford, whose father was also down at the time of the accident, but fortunately escaped with his life. The two deputies and the wasteman were found in the return air course, near the "north trouble" and but a short distance from where they had been working. These had all been found by nine o'clock last night. The body of the last remaining man, that of the pumper, was found in the passage between the two pit, he having been evidently overtaken by the fatal afterdamp and fallen a victim to its dread effects ere he could make his escape. The bodies of the three men found near the "trouble" were much charred and burnt, others again were more or less so according to the ratio of distance they might happen to be from the seat of the explosion, while those found nearer the shaft had suffered from the afterdamp. About three o'clock this morning, the bodies having been previously carried to the bottom of the shaft, were deposited in coffins sent down for their reception, and brought to bank, where they were claimed by their respective relations and conveyed at once to the home which, but a few short hours before, they had left in perfect health. It was stated in an earlier report that all the horses and ponies were burnt to death. So far as was known at that time, it was supposed to be true. Subsequent investigation has made an exception, however, in favour of one pony, named French, who, most

strange to say, was found by the exploring party standing beside the dead body of the pumper, the last man found. He has been sent to bank, and was today an object of much curiosity and interest to the visitors, that being somewhat heightened by their being informed that this is the third remarkable escape he has had from a violent death.

As to the cause of the untoward event, nothing beyond that stated above can be assigned - namely, that in the course of blasting this "north trouble", it had by some means communicated with a blower of gas, and so caused the explosion. A preliminary examination has been held, the result of which has shown that with the exception of many of the brick stoppings having been blown out, the workings of the pit - which, it may be said, are of the most substantial character - are very little injured.

Derbyshire Times.

Saturday 29th. November 1862.

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Letter - Sheffield and Chesterfield Railway.

Sir, I have carefully read your report of the meeting for promoting a line of railway from Sheffield to Chesterfield through Dronfield.

The statements made are so erroneous that an examination of the facts may be useful to enable the public to form a more accurate judgement of the project than they can do from the information furnished at the meetings.

I propose to consider the question with reference to the three projects suggested at the meeting at Chesterfield.

1st. - The line being made by an independent company.

2nd. - By the Great Northern Company.

3rd. - By the Midland Company.

The country has been thoroughly examined in former years by various engineers, who, I believe, all agreed that the only practicable line was along the Sheaf valley, through the town of Sheffield, along Abbeydale, to a point near Twenty-well Sick, where the line would leave that valley, and pass by a tunnel near Benshaw(?) to Dronfield; then along the valley of the Drone to Sheepbridge, whence it would diverge through Stonegravel to Chesterfield.

If Mr. Horner, who appears to be the chief organ of information, will lay this line down on an ordnance map, commencing at a central point - say near Arundel Street - he will find the distance to be thirteen miles; whilst the present existing route from the Victoria Station to the Chesterfield Station is sixteen miles, giving an advantage of three miles only in favour of the proposed line, which is the utmost that can be obtained in point of distance.

The whole of the population to whom this line would be of any advantage, is comprised in the villages of Dronfield and Unstone, which I believe do not exceed three or four thousand; and the whole of the works to be accommodated are one or two small manufactories and one blast furnace.

The chief stress is, however, laid on the mineral riches of the Dronfield district.

Now, the whole of the coal lying on the westerly side of the village of Dronfield would be excluded from the railway by the hill which intervenes, and the collieries near Coal Aston could not use it, or if they could they would not, because they are enabled to carry their coke at a cost of about 4-0d. per ton to each manufactory in precisely the state in which it comes from the coke ovens, which is cheaper (taking into account the loss by transhipment) than it could be conveyed by railway, and thence delivered to the manufactories.

When the deductions, named above, are made from the total area of unworked coal in the Dronfield and Unstone coalfield it will be found that there are not more than eight hundred acres, which by any possibility can be available to the railway, there is only one seam. The

blackshale or silkstone, which is about four feet six inches in thickness, yielding about five thousand tons the acre, or a total of four million tons.

The usual practice of coal masters, who have facilities for disposing of the coal and coke from this seam, is to sell the coal as it comes from the pit, of which about three-fourths of the seam are marketable, and convert the remainder (the slack) into the excellent coke so much prized by the steel smelters of Sheffield. The total, therefore, of the produce, of the coal obtainable by the railway would be three million tons.

If the calculations of Mr. Horner are correct, that 372,000 tons of this coal would be consumed in Sheffield annually, the whole coal field would be exhausted in eight years; and it would be a little hard upon the Chesterfield people and the southern markets if they could not have some in addition by which the exhaustion would be reduced to a shorter period.

There is no other coal available to this railway, except that of the Barlow and Dunston district. This comprises an area of about three thousand acres, but it is almost exclusively in the hands of the Dunston and Barlow Company, who have their own railways communicating with the Midland line, giving them access to the Sheffield market.

Now, sir, if this line were to be useful, a central station in Sheffield, with convenient approaches and accommodation for coal traffic, must be made. Any estimate of the cost where valuable town property forms such a large ingredient must be vague; but I believe the estimate of Mr. Hawkshaw for this very line, nearly twenty years ago, was upwards of £300,000. It is not unreasonable, looking at the ??????? increase in the extent and value of town property at the Sheffield end of the line, and, indeed, at Chesterfield, also, to add one third to this sum, and then the cost would be only £30,000 per mile.

I leave such of your readers as propose to embark in the "independent" scheme to make their own estimate of the probable return they may expect for their capital.

Next as to the Great Northern scheme: -

It is vaguely hinted that this company would be willing to make the line.

The Great Northern Company have at present a footing as far north as Nottingham only. It is true they are proposing to go to Parliament for a line from that town to Codnor Park, and it is assumed that if they obtained such line they would be willing to come forward to Sheffield, via Chesterfield and Dronfield.

Those who know the physical difficulties of the country to be traversed, the enormous expense of such a line, and, above all, the direct aggression this would be upon such a powerful company as the Midland, will at once dismiss such a project as too chimerical to be entertained even in a period of railway mania.

Thirdly. The Midland scheme. It has been assumed, and not without some foundation, that the Midland had contemplated a line in the direction indicated, making a grand central station in Sheffield; thence running under the Manchester line to near Brightside, thus putting Sheffield on the Midland through line, and converting the present Wicker station into a goods station.

Now, sir, bearing in mind the statistics I have given above, the only possible justification of this scheme is the advantage which might be derived for the enormous outlay by putting Sheffield on the main line.

The cost of the scheme would be at the least £100,000 extra, to form a junction between the central station and the Rotherham line, making a total cost of half a million sterling.

The extra distance, via Sheffield, taking the Masbro' station and Chesterfield station, as common points, would be fully three miles. It would, undoubtedly, be an advantage to Sheffield to be placed on the main line; but will the whole of the West Riding towns be satisfied that their interests are consulted in being compelled to traverse an extra distance of three miles, and necessarily ever worse gradients, for the pleasure of passing through the town of Sheffield? And can the Midland Company justify to their shareholders the expenditure of half a million of money to attain such an object?

Where is the extra traffic to come from to pay for the outlay?

The Midland Company has an excellent position, and is, perhaps, the best railway property in the kingdom.

It is the interest of the directors to give all reasonable accommodation to the public, and to supply all just demands; but they also owe a duty to their shareholders - namely, to administer their trust in such a manner that the property of their constituents shall not suffer.

It is the bane of all prosperous railway companies to be subject to constant temptations to do unwise things and to entertain unprofitable projects. It has been supposed that the Midland property and its administration had obtained an immunity from such dangers, but their notices to Parliament this session and the aggressions and reprisals indicated by them, by the Great Northern, and other projects, have already alarmed the shareholders of the Midland.

Should the directors be tempted to entertain the proposed scheme in addition, would the confidence of the shareholders in the stability of the Midland property remain unimpaired?

Permit me to throw out for the ?????????? parties who are examining the proposed scheme, the propriety of making the Victoria Station the central station for all the railways. The South Yorkshire are proposing to bring their line via Attercliffe into this station. The Midland might diverge from that under Spital Hill through Roe Carr Wood to join the Rotherham line at any point to suit the gradient they might desire, and thus abandon the Wicker Station for passengers. They might run the through slow trains via Sheffield, whilst the express trains would run on the present Midland line, a train from Sheffield meeting them at Chesterfield, and vice versa.

The Victoria Station (looking at the directions in which the town is existing, is probably the most central site that could be obtained) might be enlarged as circumstances required; the town would avoid the nuisance of two stations, and the interference with streets necessarily involved, whilst the communication between Sheffield and Chesterfield would be all that could reasonably be required.

The only difficulty in the way is that the respective interests of the Midland Company and the Lincolnshire Company have to be reconciled, and adjusted.

I beg to suggest that it would be better for the parties interested to direct their energies to the accomplishment of this object, instead of wasting them on the impracticable and ruinous scheme they are urging on the public.

I am, Sir, your obedient servant

NEMO

The Proposed Sheffield and Chesterfield Railway.

To the Editor,

I have read with attention the long letter of "Nemo". I scarcely know whether I am justified in replying to one who accounts himself nobody. However, being neither employee of any Company, nor interested in rival schemes, neither ironfounder, coalowner, landowner, nor manufacturer - I dare take up the pen fearlessly.

I shall notice a few of the arguments of Mr. Nobody of Nowhere Hall. Whoever proposed "Twenty-well Sick" as any point of a direct line from Sheffield to Chesterfield, - it is an admirable station for a Chesterfield and Woodland direct; but as our line has no such idea, we think a point which the theodolite would give us something like an angle of 90 degrees is not a straight line at all. If, therefore, all the engineers of 1843 agreed, we beg, in 1862, to think differently.

With the map before me, and plenty of plans of not very difficult access, I tell Mr. Nobody the line will not exceed twelve miles. If the line from the Victoria be only sixteen, how is it any third-class passenger finds it eleven to Eckington and eighteen to Chesterfield?

The population to be benefited is only about 3,000 or 4,000. I beg to tell Mr. Nobody there is an authority now called the Registrar- General, who will about double his figures. the only places to be benefited are two manufactories and one blast-furnace. I ask him what existed between Pitsmoor and Dunford Bridge when the Manchester, Sheffield and Lincolnshire line was opened? What on the Sheffield, and Rotherham at its first sod cutting.

The Dronfield coal field is only capable of eight years supply. Shall I answer, with Dominie Sampson, Pre-di-gi-ous! or with Mr. Burchell, Fudge? Dronfield coal owners have had a tolerable fit of ???????. Dunston and Barlow! Sham! There lie on my desk, Mr. Nobody, 100 shares. Are you a buyer?

Mr. Hawkshaw's estimate for 1843 were £300,000. Very well. Are contract prices now as high? That line we are pretty well sick of. Is there no other route? Are there no other men capable of surveying or estimating?

I leave the Great Northern and Midland Companies to reply to any matters touching their own interests. I must look at one paragraph. It has been assumed and not without some foundation.

Pray, Mr. Nobody, when the officials of a company most positively say a thing shall be done but merely leave out the when, is that assumption? Let me say - and one is as weighty as the other - the shareholders of the Midland are embarked in impracticable and ruinous schemes enough, if this be of the character. How many furnaces between Ambergate and Bakewell or Duffield and Middlepeak station.

Mr. Nobody, let me advise you henceforth to write about what you know something of, or else give the plain ungarbled facts of the case. I know more than I shall tell you; but believe me, the best judges of such matters do not doom it impracticable or ruinous. The day your effusion saw the light, capitalists, merchants, and others, with your awful revelations before their eyes, were giving the scheme all encouragement.

I am, Sir, obediently yours,

DRONFIELDIENSIS